

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-16. (**Canceled**)

17. (**Currently amended**) The internal combustion engine according to claim 35, claim 33, wherein the supply delivery device (49) further comprises at least one of a control and regulating device, which at least one of controls and regulates at least one of the delivery capacity (M_DD) of the supply delivery device, the pressure (PR_UPR) in the pressure reservoir, the time at which the injection of the active ingredient occurs, and the duration (TI_UID) of an injection of the active ingredient as a function of the operating state (N, RA, RF, TMOT, LAMBDA) of the internal combustion engine.

18. (**Currently amended**) The internal combustion engine according to claim 35, claim 16; further comprising at least one of a control and regulating device, which at least one of controls and regulates at least one of the delivery capacity (M_DD) of the supply delivery device, the pressure (PR_UPR) in the pressure reservoir, the time at which the injection of the active ingredient occurs, and the duration (TI_UID) of an injection of the active ingredient as

a function of the operating state (N, RA, RF, TMOT, LAMBDA) of the internal combustion engine.

19. (Currently amended) The internal combustion engine according to claim 35, claim 33, wherein at least one of the supply delivery device, the pressure reservoir, and the injection device are of the type used in direct-injecting fuel systems.

20. (Currently amended) The internal combustion engine according to claim 18, claim 16, wherein at least one of the supply delivery device, the pressure reservoir, and the injection device are of the type used in direct-injecting fuel systems.

21. (Currently amended) The internal combustion engine according to claim 17, wherein at least one of the supply delivery device, the pressure reservoir, and the injection device are of the type used in direct-injecting fuel systems.

22. (Currently amended) The internal combustion engine according to claim 35, claim 33, wherein the active ingredient is urea.

23. (Currently amended) The internal combustion engine according to claim 18, claim 16, wherein the active ingredient is urea.

24. **(Previously presented)** The internal combustion engine according to claim 17, wherein the active ingredient is urea.
25. **(Previously presented)** The internal combustion engine according to claim 22, further comprising means to heat the pressure reservoir.
26. **(Currently amended)** A method for operating an internal combustion engine according to claim 35, -claim 33; wherein at least one of the delivery capacity (M_DD) of the supply delivery device, the pressure (PR_UPR) in the pressure reservoir, the time at which the injection of the active ingredient occurs, and the duration (TI_UID) of the injection of the active ingredient depend on the current operating parameters (N, RA, RF, TMOT, TASP, HASP, TSCR, NOX, LAMDA) of the internal combustion engine.
27. **(Currently amended)** A method for operating an internal combustion engine according to claim 17, wherein at least one of the delivery capacity (M_DD) of the supply delivery device, the pressure (PR_UPR) in the pressure reservoir, the time at which the injection of the active ingredient occurs, and the duration (TI_UID) of the injection of the active ingredient depend on the current operating parameters (N, RA, RF, TMOT, TASP, HASP, TSCR, NOX, LAMDA) of the internal combustion engine.

28. **(Previously presented)** The method according to claim 26, wherein the operating parameters include at least one of a speed (N) of a crankshaft, a torque of the engine, a fuel mass (RF) injected into a combustion chamber, a temperature (TMOT) of the engine, a temperature (TASP) of the ambient air, a humidity (HASP) of the ambient air, a temperature (TSCR) at least one of before and after a catalytic converter, at least one of an NO_x and NH₃ content (NOX) in the exhaust, and a fuel/air ratio (LAMBDA) in the combustion chamber or an equivalent value (RA).

29. **(Currently amended)** A computer program, characterized in that it which is programmed to be used in a method according to claim 26.

30. **(Currently amended)** A computer program, characterized in that it which is programmed to be used in a method according to claim 27.

31. **(Previously presented)** An electric storage medium for at least one of a control and regulating unit of an internal combustion engine, operable to store a computer program to be used in a method according to claim 26.

32. **(Previously presented)** At least one of a control and regulating unit for an internal combustion engine, the unit being programmed to be used to perform the method according to claim 26.

Claims 33-34. (Canceled)

35. (New) An internal combustion engine (10) with a direct fuel injection system, having an exhaust gas posttreatment system (38) for reducing pollutants in the exhaust gas, which post treatment system includes: a supply container (44) with an active substance (43) and being separate from a fuel tank (30), a supply device (49) for supplying the active substance (43) from the substance container (44) and not being in fluid communication with the fuel tank (30), and an injection device (42) for injecting the active substance (43) into the exhaust gas, and the exhaust gas posttreatment system (38) includes a pressure reservoir (50) into which the supply device (49) supplies the active substance (43) from the supply container (44) and in which the active substance (43) can be stored under pressure, and to which the injection device (42) is connected directly, in which the supply device (49) includes a presupply pump (46) which is separate from a presupply fuel pump (28) of the direct fuel injection system and a high-pressure pump (48) which is separate from a high-pressure fuel pump (26) of the direct fuel injection system; the pressure reservoir (50) communicates with a pressure regulating device (54), which includes a control and/or regulating device (60) which controls and/or regulates the pressure (PR HDS) in the pressure reservoir (50) as a function of the operating state (N, RI, RK, TOMT, LAMBDA) of the engine (10), and the pressure reservoir (50) is heatable (58).

Appl. No. 10/573,184
Amdt. dated April 28, 2009
Reply to Office action of January 28, 2009

36. (New) The internal combustion engine (10) as defined in claim 35, further wherein the control and/or regulating device (60) further controls and/or regulates the supply capacity (M_HDS) of the supply device (49), the instant of injection of the active substance, and/or a duration (Tl_HDS) of an injection of the active substance as a function of the mode of operation (N, RL, RK, TMOT, LAMBDA) of the internal combustion engine (10).